

number "301-492-3365" and add the telephone number "(301) 415-7197."

#### **§ 73.73 [Amended]**

53. In § 73.73 in paragraphs (a)(1) and (b), remove the words "Division of Safeguards and Transportation" and add the words "Division of Industrial and Medical Nuclear Safety." Also, in paragraph (b), remove the telephone number "301-492-3365" and add the telephone number "(301) 415-7197."

#### **§ 73.74 [Amended]**

54. In § 73.74 in paragraph (a)(1) and (b), remove the words "Division of Safeguards and Transportation" and add the words "Division of Industrial and Medical Nuclear Safety." Also, in paragraph (b), remove the telephone number "301-492-3365" and add the telephone number "(301) 415-7197."

#### **Appendix A to Part 73—[Amended]**

55. In Appendix A to part 73, in the entry for the NRC Operations Center (via NRC Operator), remove the telephone numbers "(301) 492-7000" and "(FTS) 492-7000" and add the telephone number "(301) 415-7000." Also, in the entry for Region I, remove the telephone number "(215) 337-5000" and add the telephone number "(610) 337-5000." Also in Appendix A to part 73, remove the words "Region IV: Field Office, USNRC, Region IV, Uranium Recovery Field Office, 730 Simms Street, Suite 100a, Golden, CO 80225; Mail: P.O. Box 25325, Denver, CO 80225," and the telephone numbers "(303) 231-2805" and "(FTS) 554-2805."

#### **PART 74—MATERIAL CONTROL AND ACCOUNTING OF SPECIAL NUCLEAR MATERIAL**

56. The authority citation for part 74 continues to read in part as follows:

**Authority:** Secs. 53, 57, 161, 182, 183, 68 Stat. 930, 932, 948, 953, 954, as amended, sec. 234, 83 Stat. 444, as amended, sec. 1701, 106 Stat. 2951, 2952, 2953 (42 U.S.C. 2073, 2077, 2201, 2232, 2233, 2282, 2297f) \* \* \*.

#### **§ 74.57 [Amended]**

57. In § 74.57 in paragraphs (c) introductory text and (f)(2), remove the words "Domestic Safeguards and Regional Oversight Branch of the Division of Safeguards and Transportation" and add the words "Licensing Branch, Division of Industrial and Medical Nuclear Safety." Also, in paragraphs (c) introductory text and (f)(2), remove the telephone number "301-492-3379" and add the telephone number "(301) 415-7231."

#### **§ 74.59 [Amended]**

58. In § 74.59 in paragraph (f)(1)(iii), remove the words "Domestic Licensing and Regional Oversight Branch of the Division of Safeguards and Transportation" and add the words "Licensing Branch, Division of Industrial and Medical Nuclear Safety."

#### **PART 76—CERTIFICATION OF GASEOUS DIFFUSION PLANTS**

59. The authority citation for part 76 continues to read in part as follows:

**Authority:** Secs. 161, 68 Stat. 948, as amended, sec. 1312, 1701, 106 Stat. 2932, 2951, 2952, 2953 (42 U.S.C. 2201, 2297b-11, 2297f); secs. 201, as amended, 204, 206, 88 Stat. 1244, 1245, 1246 (42 U.S.C. 5841, 5842, 5845, 5846).

Sec. 76.7 also issued under Pub. L. 95-601, sec. 10, 92 Stat. 2951 (42 U.S.C. 5851) \* \* \*.

#### **§ 76.7 [Amended]**

60. In § 76.7 in paragraph (e)(3), remove the words "Division of Information Support Services."

#### **PART 150—EXEMPTIONS AND CONTINUED REGULATORY AUTHORITY IN AGREEMENT STATES AND IN OFFSHORE WATERS UNDER SECTION 274**

61. The authority citation for part 150 continues to read in part as follows:

**Authority:** Secs. 161, 68 Stat. 948, as amended, sec. 274, 73 Stat. 688 (42 U.S.C. 2201, 2021); secs. 201, as amended, 88 Stat. 1242, as amended (42 U.S.C. 5841).

#### **§ 150.17 [Amended]**

62. In § 150.17 in paragraphs (b) and (c), remove the words "Division of Safeguards and Transportation" and add the words "Division of Industrial and Medical Nuclear Safety."

Dated at Rockville, Maryland, this 28th day of April 1995.

For the Nuclear Regulatory Commission.

**James M. Taylor,**

*Executive Director for Operations.*

[FR Doc. 95-11218 Filed 5-8-95; 8:45 am]

BILLING CODE 7590-01-P

#### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 95-SW-16-AD; Amendment 39-9210; AD 95-09-07]

#### **Airworthiness Directives; Robinson Helicopter Company Model R44 Helicopters**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to Robinson Helicopter Company Model R44 helicopters. This action requires removal of the push-pull tube sleeve guide assembly (sleeve guide) and replacement with a push-pull tube roller guide assembly (roller guide); and, inspections of the push-pull tube sleeves for signs of wear and replacement as necessary. This amendment is prompted by a report of an operator experiencing binding in the cyclic control system caused by torn heat-shrink material (material) on the cyclic push-pull tubes binding in the sleeve guide. The actions specified in this AD are intended to prevent binding in the cyclic control system and subsequent loss of control of the helicopter.

**DATES:** Effective May 24, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 24, 1995.

Comments for inclusion in the Rules Docket must be received on or before July 10, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-16-AD, 2601 Meacham Blvd., Fort Worth, Texas 76137.

The service information referenced in this AD may be obtained from Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Ms. Lirio Liu, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood,

California 90712, telephone (310) 627-5229, fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** This amendment adopts a new AD that is applicable to Robinson Model R44 helicopters. The Civil Aviation Authority of England reported that on October 11, 1994, an operator of a Model R44 helicopter experienced binding in the cyclic control system. An inspection revealed that the material on the cyclic control push-pull tubes had torn and caused the push-pull tubes to bind in the push-pull tube guide. After reviewing this report, as well as the manufacturer's data on wear-testing of the material used on the push-pull tube, and the maintenance history of the wear of this material at the existing sleeve guide, the FAA has determined that the existing sleeve guide should be replaced with a roller guide within the next 25 hours time-in-service (TIS) in order to reduce the wear on the push-pull tube material, and preserve the integrity of the cyclic control system. The cyclic control system controls the attitude of the helicopter. If it binds, the operator loses the ability to control inputs to the main rotor. Due to the criticality of the cyclic control system and the relatively short compliance time, this rule must be issued immediately to correct an unsafe condition in the affected helicopters. This condition, if not corrected, could result in binding in the cyclic control system and subsequent loss of control of the helicopter.

The FAA has reviewed Robinson Helicopter Company R44 Service Bulletin SB-4 (SB), dated January 24, 1995, which describes procedures for removal of the existing sleeve guide and replacement with a roller guide within the next 50 hours TIS. It also describes procedures for inspecting the push-pull sleeve tube for signs of wear, and replacement as necessary. However, based upon the manufacturer's test data as well as the TIS of the helicopter that was involved in the one reported incident (56.5 hours TIS), the FAA has determined that a compliance time of 25 hours TIS is necessary to ensure the safety of the affected helicopters.

Since an unsafe condition has been identified that is likely to exist or develop on other Robinson Model R44 helicopters of the same type design, this AD is being issued to prevent binding in the cyclic control system and subsequent loss of control of the helicopter. This AD requires removal of the sleeve guide and replacement with a roller guide. This AD also requires an initial inspection and repetitive inspections at 100 hours TIS intervals of the C121-7 push-pull tube sleeve for

signs of wear, and replacement as necessary. The actions are required to be accomplished in accordance with the service bulletin described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-SW-16-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism

implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

**95-09-07 Robinson Helicopter Company:**  
Amendment 39-9210. Docket No. 95-SW-16-AD.

**Applicability:** Model R44 helicopters, serial numbers (S/N) 0001 through 0150, certificated in any category.

**Note 1:** This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the

effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent binding in the cyclic control system and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service after the effective date of this AD, remove the existing push-pull tube sleeve guide assembly (sleeve guide) and replace it with a C439-7 push-pull tube roller guide assembly (roller guide), which is included in the KI-88 push-pull tube guide kit, in accordance with the Compliance Procedure in Robinson Helicopter Company Service Bulletin SB-4, dated January 24, 1995.

(b) Inspect the C121-7 push-pull tube sleeve for signs of wear and replace, if necessary, using the sleeves and adhesive in the KI-88 push-pull tube guide kit in accordance with the Compliance Procedure in Robinson Helicopter Company Service Bulletin SB-4, dated January 24, 1995. Repeat this inspection at each 100 hours TIS in accordance with the applicable maintenance manual.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) The removal and replacement shall be done in accordance with Robinson Helicopter Company Service Bulletin SB-4, dated January 24, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Robinson Helicopter Company, 2901 Airport Drive, Torrance, California, 90505. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 24, 1995.

Issued in Fort Worth, Texas, on May 1, 1995.

**Mark R. Schilling,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 95-11223 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 71

[Airspace Docket No. 95-ASO-9]

### Amendment to Class E Airspace; Milledgeville, GA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies Class E airspace at Milledgeville, GA. A LOC RWY 28 Standard Instrument Approach Procedure (SIAP) has been developed for Baldwin County Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport.

**EFFECTIVE DATE:** 0901 UTC, July 20, 1995.

**FOR FURTHER INFORMATION CONTACT:** Steve McDuffee, Systems Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

#### SUPPLEMENTARY INFORMATION:

##### History

On February 23, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying Class E airspace at Milledgeville, GA (60 FR 10042). This action would provide adequate Class E airspace for IFR operations at Baldwin County Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994. The Class E airspace designation listed in this document will be published subsequently in the Order.

##### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies Class E airspace at Milledgeville, GA, to accommodate a LOC RWY 28 SIAP and for IFR operations at Baldwin County Airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a

“significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. app. 1348(a), 1354(a), 1510; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet above the surface of the earth*

\* \* \* \* \*

#### ASO GA E5 Milledgeville, GA

Baldwin County Airport, GA  
(Lat. 33°09'15" N, long. 83°14'26" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Baldwin County Airport and within 2.1 miles each side of the 098° bearing from the Culver LOM, extending from the 7-mile radius to 7 miles east of the LOM.

\* \* \* \* \*

Issued in College Park, Georgia on April 27, 1995.

**Stephen W. McDuffee,**

*Acting Manager, Air Traffic Division, Southern Region.*

[FR Doc. 95-11279 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-M